

What I claim as my invention is:

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1. An aircraft with a main body, a primary lifting mechanism and a secondary lifting mechanism, which main body has a forward end and an aft end, with the primary lifting mechanism and the secondary lifting mechanism connected to the main body of the aircraft in tandem order, and with the aircraft able to achieve flight by means of upward forces exerted on the main body of the aircraft by the primary lifting mechanism and the secondary lifting mechanism while the primary lifting mechanism and the secondary lifting mechanism are connected to the main body of the aircraft in tandem order,
- 15 { and which primary lifting mechanism comprises a powerplant as a means for providing downwardly extending thrust to the aircraft, and which secondary lifting mechanism comprises a powerplant as a means for providing downwardly extending thrust to the aircraft,
- 20 B and which primary lifting mechanism is connected to the main body of the aircraft by a tilt enabling joint such that during flight of the aircraft the primary lifting mechanism can be

74. The aircraft of any one of claims 1 to 29 wherein

the secondary lifting mechanism is connected to the
secondary tilt enabling joint by a rotating mechanism such
that during flight of the aircraft the secondary lifting

5 mechanism can be rotated in a controlled manner relative to
the secondary tilt enabling joint by means of the rotating

the primary lifting mechanism and the secondary lifting mechanism are connected to the main body of the aircraft such that the primary lifting mechanism is further forward with respect to the main body of the aircraft than is the position of the secondary lifting mechanism with respect to the main body of the aircraft.

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86. The aircraft of any one of claims 1 to 29 wherein the primary lifting mechanism and the secondary lifting mechanism are connected to the main body of the aircraft such that the primary lifting mechanism is further forward with respect to the main body of the aircraft than is the position of the secondary lifting mechanism with respect to the main body of the aircraft.

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87. The aircraft of claim 45 wherein

the secondary tilt enabling joint is such that
the secondary lifting mechanism is able to be tilted
in a forward direction, a rearward direction, and in
5 lateral directions with respect to the main body of the
aircraft by means of the secondary tilt enabling joint.

88. The aircraft of claim 46 wherein

the secondary tilt enabling joint is such that
the secondary lifting mechanism is able to be tilted
10 in a forward direction, a rearward direction, and in
lateral directions with respect to the main body of the
aircraft by means of the secondary tilt enabling joint.

89. The aircraft of claim 52 wherein

the secondary tilt enabling joint is such that
15 the secondary lifting mechanism is able to be tilted
in a forward direction, a rearward direction, and in
lateral directions with respect to the main body of the
aircraft by means of the secondary tilt enabling joint.